

WELCOME PRESBYTERIANS.

THE HOST OF THE GENERAL ASSEMBLY.
A SKETCH OF DR. W. A. BARTLETT, OF THE NEW-YORK AVENUE CHURCH IN WASHINGTON.

Washington, April 19.—One of the most genial ministers in the Presbyterian Church is the one who with his church is to be the host of the General Assembly, which meets in this city on May 18. There is often a lively contest for the privilege of entertaining the 600 commissioners, many of whom are accompanied by their wives and friends, but when Dr. W. A. Bartlett, of the New-York Avenue Presbyterian Church of this city, presented the invitations at Portland last summer, no one rose to oppose him. Dr. Bartlett promised those who should come a pleasant time, and he is doing his best to keep his



THE REV. DR. W. A. BARTLETT.

wed. He has been able to seconded by his church of genes, the pastors and officers of neighboring churches, and by leading men in the National Government. The committees are made up of representative men, and the visitors have every prospect of a delightful time.

Dr. Bartlett was born in Binghamton, N. Y., about

ninety-eight years ago. As a boy he showed marked aptitude in his studies, and entered Hamilton College at an early age. Hamilton was then at the zenith of its power as an educational centre, and is now known and loved all over the country as the mother of many of our strongest Greek letter fraternities. His Alpha Delta Phi was founded in 1832, and this fraternity young Bartlett joined in its freshman year. He still is an ardent lover of Alpha Delta and a frequent speaker at the annual conventions. His class at college was Justice Mervin, of the Supreme Bench of the State of New-York, while among his colleagues were the Rev. Mr. Cleveland, brother of the President; Charles Dudley Warner, and Professor Fiske of Cornell University; Senator Hawley was graduated the year he entered. He was the youngest and smallest man in his class, but for all that was awarded by the faculty the highest commencement honors, and thus became a member of Phi Beta Kappa, which pin he always wears on his watch chain.

Immediately on graduation he was called to a collegiate Institute near Staunton, Va., as professor of Greek, Latin and elocution, a combination which showed the diversity of his genius when hardly out of his teens. Here he was associated with Major Jed Hotchkiss, afterward topographical engineer on Stonewall Jackson's staff, and who was with the latter when he received his death wound. After a year's teaching he entered Union Theological Seminary in New York City. His class in the seminary was the first taught by Dr. Roswell D. Hitchcock, and he likewise came under Doctors Smith, Skinner and Robinson. Graduating with high honors, he went to Germany to pursue in the Universities at Halle and Berlin those metaphysical and philosophical studies in which he had become especially interested while in New York. German thought was then busily with the refutation of Kant and the Tübingen school, Strauss and Feuerbach, and the deep research that he then made into what is now called the Higher Criticism and cognate lines of thought has been of especial value to him in these recent years. While in Germany he formed the intimate friendship of Bishop Hurst, of the Methodist Episcopal Church, a fellow student.

Dr. Bartlett's first charge was at Owego, N. Y., where he remained one winter. From several calls he then accepted one to Elm Place Congregational Church, in Brooklyn, where he remained ten years. The second Sunday that he preached there the windows of the chapel had to be removed to accommodate the crowds, and while the new church was building he filled the hall of the Polytechnic Institute to the doors and even to the street. Live extemporaneous preaching was then almost unknown, and he was bitterly assailed with extreme sensationalism. He built the first People's Tabernacle in Brooklyn, which seated on the first floor 2,000 people. During this time he was conspicuous on the lecture platform all over the country, under the auspices of the old Lyceum Bureau, which also comprised Wendell Phillips, Henry Ward Beecher, Dr. Chapman, and many others whose names are household words. A man who had two brothers prominent in the Rebellion of one whom, General J. J. Bartlett, has recently been buried at Arlington, and the other, major on his staff, and shot through the body at Five Forks) must be full of love and zeal for the Union; so he stamped the state of New-York for Union recruits.

From Brooklyn he was called to Chicago, and after repeated declinations accepted the pastorate of Plymouth Church on the largest salary that up to that time was ever given for preaching the Gospel west of the Allegheny Mountains. In Chicago, during the great fire, he and his church were conspicuous in the relief movements of that time. After the fire the Plymouth Congregational Church moved up town and absorbed the South Congregational Church, and built the present Plymouth Church, of which Dr. Gainesius is the pastor. During this time Joseph Armour, the head of the well-known packing firm, was received into the church on profession of faith, and himself and Dr. Bartlett selected the site, laid the foundations and made the plans for what has since developed into the Armour Institution. About these days Dwight L. Moody was a member of Plymouth Church and a speaker in the Sunday-schools of the city, and he was getting into shape the Young Men's Christian Association, which has exerted so much power for good.

From Chicago Dr. Bartlett was called to the Second Presbyterian Church of Indianapolis, founded by Henry W. Beecher. After a successful pastorate Dr. Bartlett accepted a call, in 1862, to the New-York Avenue Church, where he has been about eleven years. The church, when he came, had a few over 500 members, and now it has a few over 1,000. It has sent out two churches, the Church of the Covenant and the Gorley Memorial, and has two flourishing missions. This church was attended by Andrew Jackson, John Quincy Adams and Franklin Pierce, who was frequently present at the prayer-meetings. James Buchanan occupied regularly a pews in this church, and during his Presidency it has been popular to over-flowing, and has now a large proportion of officials in the Cabinet, Judiciary and Foreign circles.

Dr. Bartlett has been three times a delegate to the General Assembly. His prominent stand at Detroit and Portland in favor of Revision is too well known to require more than a passing mention. At both assemblies he was active in inquiring what was considered best for the trust and honor of the church, and especially when he was a commissioner. Dr. Bartlett has had a success of everything that he has ever undertaken, and it is only fair to say that in the hospitality offered and general comfort and attention shown to all, this Assembly bids fair to be eclipsed by none of its predecessors.

FEW WEST POINT CANDIDATES PASS.

West Point, N. Y., April 19 (Special).—Never in the history of the Military Academy has such a small number of candidates been successful in passing the examination to enter West Point as this year. Out of 150 who presented themselves for examination only forty-three will don the gray. Following are the names of the lucky ones and the States from whence they come: Wood and Brownly, California; Clapp, Connecticut; Buckley, District of Columbia; Illinois; Florida; Hamilton and Pearce, Georgia; Collier, Maine; Kibbey, Indiana; Arnold and Johnston, Missouri; Martin; Condy, Illinois and Kentucky; Minnesota; Martin; Nebraska; Gilbert, New Mexico; Harlow and Oakley, New York; Ferguson and Loring, North Carolina; Moore and Hannan, Ohio; Gillin, Miller, Collins, Price, Cole and Pinks, Pennsylvania; Carroll and Carthick, South Carolina; Valentine and Abercromby, Texas; Heims, Miller and Woodward, Virginia; Roberts, Wyoming; Flitch, Pope and Smithers, at large.

THE FIRST LOCOMOTIVE IN AMERICA.

THE JOHN BULL, THOUGH BUILT BY STEPHENSON, HAD SEVERAL PREDECESSORS.
To the Editor of The Tribune.

Sir: The Tribune of April 15 informs the public of the departure of the original John Bull locomotive engine for Chicago, but is careful not to give it the priority claimed by other papers—a claim I regret to say, too common for one that is ill-founded. That it is the original engine by that name is doubtless true, but that it is the first locomotive used upon a railroad for passengers or freight in this country is not true. Nor is the time when, nor the place where, nor the road on which the first locomotive was used the first wheel of a locomotive in the hemisphere. It was not in New York, Philadelphia, Boston, Charlestown or Baltimore, or any great city, or any great river or seaboard town, where commercial thought and enterprise dominate; but it was in the little borough of Homestead, in the county of Wayne, Pennsylvania, 135 miles west from the city of New York. It was not the John Bull, the Sampson, or the Alman or the Best Friend, but it was the Stonebridge Lion that made the first run—the pioneer in that vast system of railroad transportation that now covers more than 200,000 miles in America. It is time that due credit and justice should be accorded where it rightfully belongs.

Borat Allen, a famous civil engineer, after completing his surveys and work for the Delaware and Hudson Canal Company on the line over which the first locomotive was to pass, resigned his position and made a visit to England and Wales in 1827 for the purpose of examining the much-talked-of system of using steam as a motive power in handling coal from the mines. He had heard of the success of George Stephenson with locomotives. While on this visit he had some correspondence with John R. Jervis, the chief engineer of the Delaware and Hudson Canal Company, who learned of his purpose commissioned him to purchase the iron in England for the railroad between Homestead and Carbondale, and the claims to three locomotives to be run on their rails. Mr. Allen devised the plan or form of the rail. The ironmen, except one or two, pronounced them impractical. He finally ordered them made at Mortys Tytell in South Wales, but they were so badly made that he refused to take them. He then went to Wolverhampton, England, and contracted for their manufacture. Here for the first time plan was approved. The rails were manufactured, shipped, laid and formed the first railroad track of the company intended only for steam power. The English manufacturers continued to use Mr. Allen's rail. He could doubtless have obtained a patent for his invention and secured a large fortune, but he generously gave it to the public. While in England, the Liverpool and Manchester Railway was being constructed, the point was disputed whether it should be operated by stationary power or locomotive engines. The prevailing opinion among engineers seemed to favor stationary power. While the subject was being debated Mr. Allen ordered three locomotives built; one for the Delaware and Hudson Canal Company, who learned of his purpose commissioned him to purchase the iron in England for the railroad between Homestead and Carbondale, and the claims to three locomotives to be run on their rails. 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